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Fig. 2.

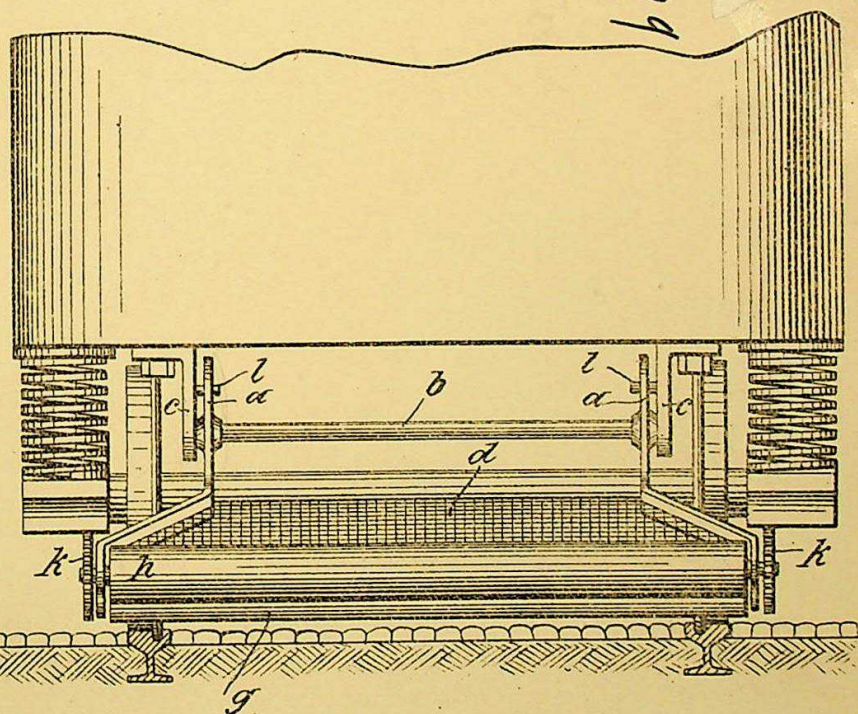
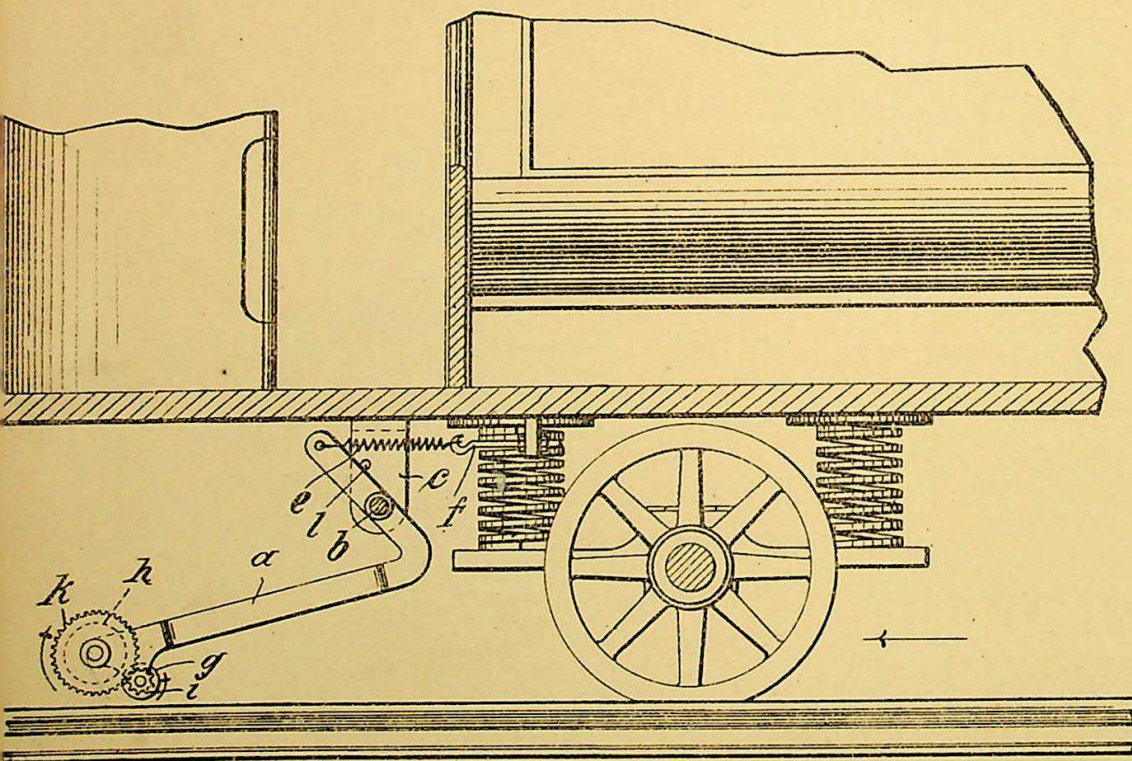


Fig. 1.



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COMPLETE SPECIFICATION.

Fender or Track-clearer for Tram-cars.

We, EDUARD HÄMMERLE, of 29I, Freibadstrasse, Munich, Bavaria, Locksmith, and LEONHARD SCHITTLER, of 24, Freibadstrasse, Munich aforesaid, Merchant, do hereby declare the nature of this invention and in what manner the same is to be performed to be particularly described and ascertained in and by the following statement:—

This invention relates to a fender or track-clearer for tramcars by means of which a person who may happen to fall upon the track will be raised and carried along until the car stops.

Such fenders or track-clearers heretofore used have the disadvantage that, in case of accident, a person lying in front of the car is either thrown aside with great violence thereby sustaining, in most cases, serious bruises or—which is still more dangerous—a limb becomes caught between the fender or track-clearer and the ground, in consequence of which the person is liable to be dragged along and to thereby sustain very serious injuries.

The improved fender or track-clearing device of this invention is represented in the accompanying drawings of which Figure 1 is a sectional side view and Figure 2 a front view.

Below the car frame or platform—preferably as near as possible to the front wheels—a frame formed of two bent levers *a* is mounted to turn upon a transverse shaft *b* hung in brackets *c*. Between the forwardly projecting and downwardly inclined arms of the two levers *a* is provided a net or lattice work *d* and to the upper or tail ends of the levers are attached spiral springs *e* connected to a fixed point by a screw adjustment *f* for regulating the tension of the springs which normally maintain the lower ends or longer arms of levers *a* a few inches above the ground. Between the lower ends of these levers are mounted two transverse rollers *g* and *h* extending completely across the track, the journals of the rollers turning in bearings in the arms and being geared together by pinions *i k*. The lowermost roller *g* is adapted to come in contact with the track and to serve as a runner for imparting motion to the rearwardly revolving lifting roller *h*. Stop pins *l* limit the lifting motion of the levers *a* by the springs so that the runner roller is normally held out of contact with the ground, but should an obstruction upon the track be encountered the lever arrangement will be thereby pressed downward so that the runner *g* comes in contact with the ground and by its frictional contact therewith the roller *h* is caused, through the medium of the cog wheels *i k*, to be rotated in the direction of the arrow, whereby the obstacle, for example a person, will be lifted up into the cradle or net *d* and may thus safely be conveyed to the next station without sustaining any further injury.

It may be mentioned that such a fender or track-clearing device may be attached to the front of the car or underneath, according to requirements.

Having now particularly described and ascertained the nature of the said invention and in what manner the same is to be performed we declare that we claim is:—

1. A fender or track-clearing device for tramcars and the like, characterized [Price 8*l*.]

Hämmerle and Schittler's Fender or Track-clearer for Tram-cars.

by a pivoted frame formed of bent levers *a* held up by springs the forwardly projecting arms of which levers carry a net or lattice, and rollers *g* and *h* so arranged and geared together by pinions *i k* that on meeting an obstruction the one roller *g* will be caused to touch the ground and to impart rotary motion to the other roller *h* whereby to lift the obstruction into the net. 5

2. A fender or track-clearing device according to the first claim, characterized by a screw adjustment *f* for regulating the springs whereby the track-clearing device is held raised to a suitable position above the ground when not in use.

Dated this 10th day of May 1899.

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